

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4440.

日一廿一九年九十二精光

FRIDAY, JANUARY 8, 1904.

五拜禮

號八月正英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banits.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,210,000

Head Office.—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
TARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED:
On Current Account at the rate of a per cent.
per Annun on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

5 " 3 "

4 " 2 "

3 " 1 "

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND,—

Standing Reserve \$10,000,000

Silver Reserve \$6,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. Dickson, N. A. Siebs, Esq.

E. Goetz, Esq. H. W. Slade, Esq.

C. Michelau, Esq. C. A. Tomes, Esq.

H. Schubart, Esq. E. S. Wheeler, Esq.

E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.
per Annun on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annun.

For 6 months, 3 per Cent. per Annun.

For 12 months, 4 per Cent. per Annun.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [22]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balance of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chau Kit Shan, Esq. J. Scott Harston, Esq.

Chow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 12th May, 1903. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta, Hainan, Tsin-tau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTRO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [25]

TO LET.

NO. 1, RIFON TERRACE in FLATS.

No. 4, RIFON TERRACE.

No. 15, WONG NI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Polo Grounds.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWN NO. 34, BLUE BUILDINGS.

GODOWNS: PRAYA EAST.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st December, 1903. [26]

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold
\$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARK'S BANK, LIMITED.

HONGKONG OFFICE:

4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED

On Current Accounts at 2 per annum.

On Fixed Deposits:

For 3 months 2½ per annum.

" 6 " 3½ "

" 12 " 4 "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [20]

INTERNATIONAL BANKING
CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37 = about £1,640,000.

CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000 = £2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.

LONDON OFFICE:

THREADEAD HOUSE, E.C.

BRANCHES AT:

SAN FRANCISCO, WASHINGTON,

MEXICO, MANILA, SHANGHAI, SINGA-

PORE, YOKOHAMA, BOMBAY,

CALCUTTA

AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,

COMPTON NATIONAL DES COMPTES
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business, receives
Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:

4, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 13TH NOVEMBER, 1896.

SHANGHAI TAELS.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON, PENANG.

CHEFOO.

SINGAPORE.

HANKOW.

TIENTSIN.

PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sets Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS

3 % per Annun Fixed Deposits for 3 months.

4 " " 6 "

5 " " 8 "

6 " " 10 "

7 " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

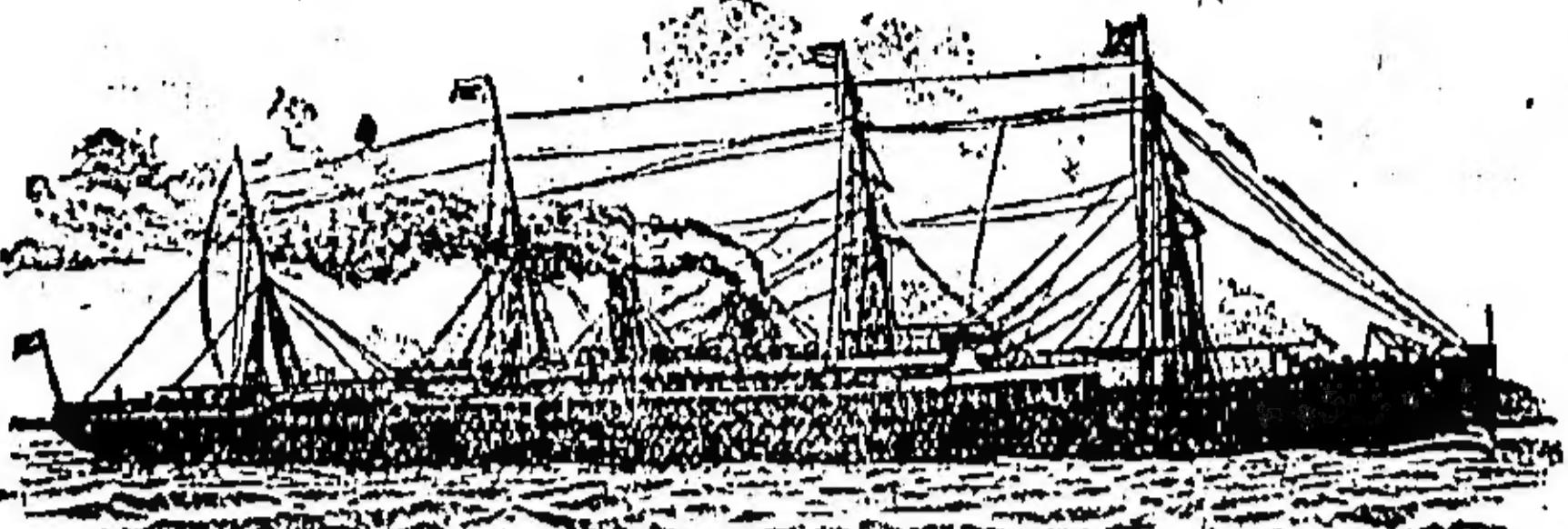
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £300,000

RESERVE LIABILITY OF SHAREHOLDERS £80

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU	6,397 Gross Tons	SATURDAY, 9th January, at Noon.
"ALGOA"	7,574	THURSDAY, 14th January.
"CHINA"	5,000	WEDNESDAY, 20th January, at Daylight.
"DORIC"	4,784	FRIDAY, 29th January, at Noon.
"NIPPON MARU"	6,397	SATURDAY, 6th February, at Noon.
"SIBERIA"	1,284	SATURDAY, 13th February, at Noon.
"COETIO"	4,352	TUESDAY, 23rd February, at Noon.
"AMERICA MARU"	6,397	WEDNESDAY, 24th February, at Noon.
"KOREA"	1,276	THURSDAY, 25th February, at Noon.
"GAELIC"	4,205	SATURDAY, 19th March, at Noon.

*via MACAO.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamer "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 9th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

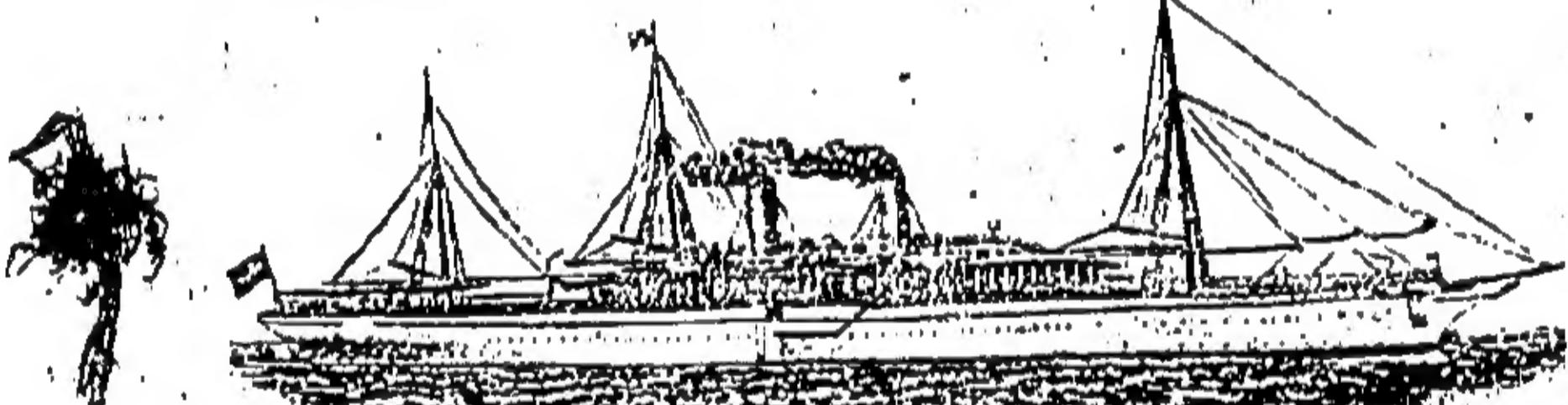
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 6th January, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons WEDNESDAY, 13th January.

"ATHENIAN" ... 3,882 " WEDNESDAY, 27th January.

"EMPERESS OF INDIA" ... 6,000 " WEDNESDAY, 10th February.

"TARTAR" ... 4,425 " WEDNESDAY, 24th February.

"EMPERESS OF JAPAN" ... 6,000 " WEDNESDAY, 9th March.

Hongkong to London, 1st Class, £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese,

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

Hongkong, 1st January, 1904.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRAUDTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

SAVOIA ROTTERDAM and HAMBURG. 10th January. Freight and Passengers.

Kirchner (Calling at SINGAPORE and COLOMBO). 11th January. Freight and Passengers.

AMBRIA HAVRE and HAMBURG. 12th January. Freight and Passengers.

Duckstein (Calling at SINGAPORE and COLOMBO). 13th January. Freight and Passengers.

WURZBURG HAVRE, BREMEN and HAMBURG. 14th January. Freight and Passengers.

v. Biner (Calling at SINGAPORE and PENANG). 15th January. Freight and Passengers.

ALESIA HAVRE and HAMBURG. 16th January. Freight and Passengers.

Schönfeldt (Calling at SINGAPORE and COLOMBO). 17th January. Freight and Passengers.

SITHONIA HAVRE and HAMBURG. 18th January. Freight and Passengers.

Hildebrandt (Calling at SINGAPORE and PENANG). 19th January. Freight and Passengers.

BAMBERG HAVRE and HAMBURG. 20th January. Freight and Passengers.

Miltzaff (Calling at SINGAPORE and COLOMBO). 21st January. Freight and Passengers.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 4th January, 1904.

GO TO THE

KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons, Captain H. D. Jones.
"POWAN" 2,338 " " G. F. Morrison, R.N.R.
"FATS LAN" 2,200 " " A. W. Wixson.
"HANKOW" 3,073 " " C. V. Lloyd.
"KINSHAN" 860 " " J. J. Lissius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons, Captain T. Hanlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao, for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 582 tons, Captain B. Branch.
"NANNING" 509 " " C. Buchart.
"TAK HING" 618 " " R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903.

HEAD AGENT: R. BISSCHOP,
3, DUDDELL STREET,
HONGKONG.
REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS via MACASSAR.	January 5th	SHANGHAI and JAPAN.	January 9th
TJILATJAP	Do.	First half of February	Do.	First half of February
TJIMAHIA	KOBE and Y'HAMA.	First half of January	S'PORE, JAVA PORTS and MACASSAR.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.
Telephone No. 201, Hongkong, 28th December, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).
Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1903.

[32]

"EMPEROR OF INDIA"—"KWANG TAI" COLLISION.**JUDGMENT.**

(Continued from yesterday.)

It appears that at 11.15 p.m. on 17th August ship steering S. 65 W. (true) weather very fine, clear but dark, passed Good Hope Cape Light 16½ miles off, there being then two steamers ahead on either bow, steering more or less as ourselves. One Bell 11.45 p.m. (11.47 Log Book or apparent time) was about to be made when a junk was reported by the lookout and being uncertain as to her movements, the helm was put to starboard to give her a wider berth, the deck stern lights of one of the steamers referred to being North of the junk and about three points on our starboard bow. The Master hearing order to starboard came on the bridge and directed that helm should be starboard to give steamer a still wider berth, when it was noticed that the steamer was rapidly starboating and closing with us, the port engine was immediately reversed full speed, but the steamer which proved to be the Chinese cruiser *Kwangtai* closed and struck us on starboard side at an angle of about 20 degrees to 30 degrees by forward gangway ladder ripping it away, the starboard engine was then stopped and the *Kwangtai* slid along ship's side and it was supposed she had sustained no injuries beyond a glancing blow. Engines were at once used to bring ship back to the vessel who now showed signs of distress by frequent blasts on siren, boats were cleared away and two life boats at once dispatched to assist, finally eight of ship's boats were taking off her crew, she apparently having received damage aft, evidently from contact with our starboard propeller."

Then follow particulars of the rescue work, and of the sinking of the cruiser at 1.27 a.m.

It will be at once observed that while the plan make the two vessels meet at an angle of about forty-five degrees, the entry in the log book makes the angle one of between 20 and 30 degrees, and this agrees with the evidence of most of the mail steamer's witnesses, and is also more in accord with the injuries sustained by the mail steamer. In another plan drawn during the trial the angle is shown as forty degrees, and that seems to be the lowest angle the manœuvres assumed in the plan admit of.

If the vessels had met at that angle the damage at the points of first impact would probably have been much more serious.

But a more important element is the element of time. We cannot expect to have in a collision a record of the exact moment at which each thing is seen or done, but we have in this case the means of judging with reasonable accuracy the interval which elapsed from the time the cruiser was seen to starboard until the bows of the two vessels came into collision.

The Commander says that very soon after going on the bridge it appeared to him that the cruiser was closing and he gave the order to starboard, as he gave that order he was aware she was closing, and gave the order to hard a starboard, and, as he did so, to save time, he worked the telegraph himself and ordered the port engine to be reversed, and he says that the order to reverse the port engine remained on the telegraph until the first impact. The engineer in charge of the port engine says that he was standing within a few feet of the levers when the telegraph bell rang, that he reversed at once, and that the next order full speed ahead was given at the time of or immediately after the impact. He said that it takes from ten to fifteen seconds to alter from full speed ahead to full speed astern, and he estimated that the engines were going astern fully three quarters of a minute. But he afterwards said that the engines made about thirty revolutions astern before the order to stop was given, that in the first quarter of a minute they would probably make ten to fifteen revolutions, the second quarter more, and the third quarter more still. It would seem probable therefore that they were actually going astern for not more than half a minute, and this is rather borne out by the entry in the engine room log, "Port engines stop 11.47 astern full speed 11.47 ahead full speed 11.47." Allowing time to put the engines astern, and allowing half a minute as the time the engines were going astern the whole time which elapsed from the moment the order hard a starboard was given until the ships were in collision bow to bow was probably not more than three quarters of a minute.

Now for the cruiser to go from the place assigned to her in the mail steamer's plan at the time of the mail steamer's order hard a starboard to the place of collision would take nearly twice that time. In the plan, taking the initial speed of the cruiser at 10 knots, the time taken is 1 minute 20 seconds, and in a corrected plan, where the speed is taken as 9 knots, the time required is 1 minute 30 seconds. If the available time is reduced by a half or nearly a half, and I arrive at the conclusion on the evidence that it must be so reduced, it is clear that the cruiser could not possibly have executed the manœuvres attributed to her. She could not in the time available have traversed the distance and if the bearings given by the mail steamer are correct the distance between the cruiser and the mail steamer must have been much less than was estimated by the mail steamer, and the distance between the courses must also have been less. In the time available, moreover, the mail steamer herself could not have got into the position assigned to her in the plan. We have no reliable evidence as to how far her head had turned from the time of the order hard a starboard until the first impact. No compass observation was taken on board the mail steamer, but whatever may have been the direction of the ship's head the time available was scarcely sufficient to allow the body of the ship to get clear of the advance of her course.

Then it may be observed as to the course of the mail steamer, immediately before the order hard a starboard was given, she is described as having been for about a minute and a half on a course about six degrees south of her

regular course in consequence of the order starboard half a point when the junk was reported. But no effect is allowed for the order to resume her course, which was given by the officer of the watch, and I am of opinion that some effect must be allowed for this. The order was given, but was not heard by the Commander, and it was probably given before the Commander reached the bridge.

I have come then to the conclusion that the time which elapsed between the order hard a starboard and the collision was considerably less than the time taken in the plan, and consequently that the time which elapsed between the two steamers to pass clear of each other. Instead, the *Kwangtai* appeared to keep her helm hard-a-starboard until she struck us, being previously loudly hailed by Commander and myself to port her helm.

The statement of the lookout in the crow's nest is as follows:—

I was on the lookout in the crow's nest of the *Empress of India* from 100 p.m. till time of collision, I saw a fishing-boat on the starboard bow without lights and between the ship and the *Kwangtai*, I saw the *Kwangtai* alter her course to port and pass between the ship and the fishing boat. Up to the time of the *Kwangtai* altering her course there was any amount of room between our ship and the *Kwangtai*. I consider that had the *Kwangtai* resumed her former course on clearing the fishing boat, there would still have been plenty of room between the vessels. She did not alter her course back at all."

The exception I have referred to is the statement of the third officer. There is in it a reference to the junk, but it is erased, and there is in it no further mention of the junk.

(To be continued.)

Auctions.**PUBLIC AUCTION.**

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 9th January, 1904, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, A QUANTITY OF PHOTOGRAPHIC APPARATUS, Comprising— KODAKS and CAMFRAS, LENSES, PLATE HOLDERS, DEVELOPING DISHES, STANDS, SENSITIZED POST CARDS, ENLARGING CAMERAS, &c. TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 6th January, 1904. [89]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 9th January, 1904, commencing at 2.30 P.M., at his SALES ROOMS, DUDDELL STREET, A QUANTITY OF HOUSEHOLD FURNITURE AND ONE COTTAGE PIANO, By JOHN BRINSFORD & SON. (Particulars can be seen from Catalogue). TERMS.—As Customary.

On View from FRIDAY, the 8th instant, GEO. P. LAMMERT, Auctioneer. Hongkong, 6th January 1904. [84]

Notices of Firms.**NOTICE.**

WE have authorized Mr. L. M. H. BOISSEZEE from this Date to sign the Firm.

LUTGENS, EINSTMANN & CO.

Hongkong, 1st January, 1904. [70]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at CURRENT RATES.

SIEMSEN & CO.

Hongkong, 1st January, 1904. [67]

NOTICE.

THE PARTNERSHIP hitherto existing between Myself and Mr. JOHN HASTINGS having been dissolved by effusion of time, my Business will in future be carried on under the Firm Name of DEACON, LOOKER and DEACON.

VICTOR H. DEACON.

to, QUEEN'S ROAD,

Hongkong, 1st January, 1904. [65]

NOTICE.

THE PARTNERSHIP between Mr. VICTOR H. DEACON and Myself having expired, I shall carry on my Business in future at No. 2, WYNDHAM STREET (Old German Club Premises).

JOHN HASTINGS.

Hongkong, 1st January, 1904. [66]

To be Let.**TO LET.**

FIRST and SECOND FLOORS of No. 34, QUEEN'S ROAD CENTRAL, opposite the GENERAL POST OFFICE, after MARCH 31st, 1901, at present occupied by Messrs. POWELL & CO. and the COSMOPOLITAN HOUSE. This House is especially suitable for people who are seeking places for Hotel purposes.

Please apply to

YEE SANG FAT,

at the above Address.

Hongkong, 29th December, 1903. [1563]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 1st September, 1903. [158]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,

7, DES VOEUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 1st January, 1904. [158]

Invitations.**THE ROBINSON PIANO CO. LTD.**

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS GUARANTEED FOR CLIMATE.**THE NEWEST RAG TIME MUSIC and BOOKS.****VICTOR TALKING MACHINES****ABSOLUTE REPRODUCTION OF THE HUMAN VOICE****SHIPS PIANO PLAYERS \$450****CASH OR CREDIT**

Hongkong, 6th January 1904. [39]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.**HONGKONG EXCHANGE OPEN DAY AND NIGHT.****SUBSCRIPTIONS.****EXCHANGE LINES, SICU PER ANNUM, PRIVATE LINES, BY ARRANGEMENT****NO CHARGE FOR INSTALLATION.**

N.B.—A special charge is made for lines more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—**BATTERIES,****CHEMICALS,****ELECTRIC BELLS,****INSULATORS,****LIGHTNING CONDUCTORS,****SWITCHES,****TELEPHONES,****WIRE, &c., &c.****PRICE LISTS ON APPLICATION.****ELECTRIC BELL INSTALLATIONS, ERECTED AND KEPT IN ORDER.**

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—3, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST.C.E.,

Manager

Hongkong, 2nd April, 1903. [61]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,

7, DES VOEUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 1st January, 1904. [158]

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hot at Separate Tables.

For Terms, &c., apply to the

MANAGER,

Hongkong, 23rd October, 1903. [158]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.

Hongkong, 28th May, 1904. [158]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned again, paying more than TEN CENTS (TOKO) per SICU.

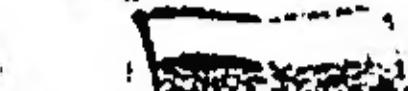
THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 2d September, 1904. [158]

Mails.**NIPPON YUSEN KAISHA.**

(THE JAPAN MAIL STEAMSHIP COMPANY.)

**PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.**STEAMERS DESTINATIONS SAILING DATES
TAMADA MARU MARSEILLE, LONDON & AL. T. WERP, VIA SINGAPORE, PENANG, SATURDAY, 9th Jan., at J. W. Wade. COLOMBO and PORT SAID Daylight.

RIOJUN MARU VICTORIA, B.C. and SEATTLE, TUESDAY, 12th Jan., at F. L. Pyne. KORE and YOKOHAMA 4PM.

KAMAKURA MARU KOBE and YOKOHAMA FRIDAY, 15th Jan., at H. Peterson. T. Murai. KOBE and YOKOHAMA Noon.

NIKO MARU SYDNEY, MELBOURNE and ADELAIDE, via MANILA, THURSDAY, 22nd Jan., at E. W. Haswell. BRISBANE. MARSELLLES, LONDON & ANT

Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.WATSON'S
SEASONABLE
SPECIALTIES.WATSON'S
BALSAM OF
ANISEEDGives immediate relief and quickly cures
all cases of Cough, both in Adults and
Children.WATSON'S
WHITE
EMBROCATIONSportsmen will find this a first-rate remedy
for Sprains and Bruises. In cases of
Rheumatism, Chest Affections, and
pains in the limbs its application has
a most soothing and comforting effect.WATSON'S
OTTO OF
ROSE COLD CREAMIs a pleasant cure for Chapped Lips, and
Rough and Chafed Skin, so often
experienced in the cold weather here.A. S. WATSON & Co.,
LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

Hongkong, 2nd January, 1904.

[35]

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE" HONGKONG.

A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A. CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS,
DRAWING-ROOM,
DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,
GLASS, and

CHINA WARES.

PASTEURS MICROBE-PROOF
FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES.

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING AND PRINTING
UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN:

Hongkong, 8th January, 1904.

[45]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[47]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On consignment by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 8, 1904.

HONGKONG JOURNALISTS' ASSOCIATION.

Nobody with the journalistic instinct, or a journalistic training, and a fair measure of candour, can deny that there are many admirable features in the Association recently constituted by the Pressmen of Hongkong. An acquaintance with the history of local journalism need not be more than slight and casual to reveal the fact that our newsmen have done much to add to the epope of the fraternity and raise them in the esteem of their fellow-citizens. We cannot dissociate ourselves from the knowledge that of late years there seems to have grown up in the Colony a strange tendency to regard the journalist as a person only to be tolerated; and even to be pitied. He neither desires to be tolerated nor wants pity. Journalists are proud of the profession in the ranks of which they are humble toilers, proud of the record it has made, the work it is doing; proud of the position it occupies in the forefront of the forces that make of it a popular parliament, a popular court of justice, a court of honour, and a court of criticism upon every question that may arise—upon all questions of public conduct, upon all questions of public morality, and upon questions of taste. The journalist in the exercise of his profession is ubiquitous, having to rub shoulders with all sorts and conditions of men. There exists no calling of which the members have a more profound knowledge of humanity than that of the newspaper man. The etiquette of the Court must be at his finger tips, and the slang of the alley have no secrets for him. Outside of the profession few realise his hopes, his struggles and his disappointments, or the standard he has set up for his own guidance, or the buffets he receives. We recognise his sense of loyalty to his paper that nothing can shake; an enthusiasm that never wanes. There is no profession in which the standard of honour is higher and wherein the spirit of fraternity and good will is more pronounced. What is true of the home press—the most characteristic of British institutions—is equally applicable to the Fourth Estate in Hongkong. The Head of the administration civil as well as the President of the Bench judicial have quite recently rendered appreciative homage to the "tone and standing" of the Press of Hongkong in a manner that at once elevates it to the position it has attained by virtue of its unimpeachable character and dignity. The journalists of the Colony have realised that it is time they should unite themselves in a legitimate effort to ensure the recognition of the respect that is due to their profession and its individual members as educated and intelligent men—a respect oft times (perhaps unwillingly) ignored—and the acknowledgment of their standing in our society, with its peculiar constitution in the arrogation to itself of an aristocracy to which it has no rightful claim. There can be little doubt that the powerful alliance will, once and for all succeed in establishing the principles it has advanced, and as long as our local press is marked by the tone that distinguishes it to-day its success is undoubtedly assured.

LOCAL AND GENERAL.

THE German mail of the 9th December was delivered in London on the 7th inst.

THE departure of the P. & O. ss. Ceylon for London, and Antwerp via ports has been cancelled.

THE wheat yield of New South Wales is 21,570,000 bushels, being an increase of 12,500,000 bushels over the record year 1901.

THE Pollard Company gave their farewell performance in Rangoon on the 17th ult. before a huge audience, there being more money in the house than has ever been known in Rangoon.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Commander of the German mail steamer *Sachsen* which arrived from Europe this morning, reports that on 30th Dec. at 10 a.m. he passed the steamer *Raton Balfour* at 5° 51' north and 94° 11' east, which wished to be reported to her agents.

THE N.Y.K. steamer *Shinagawa Maru*, which stranded off Omiyasaki, Ensuji; on the 20th ult., has been abandoned. The *Tairen-maru*, the steamer that was sent to the assistance of the stranded vessel, found the position of the *Shinagawa* hopeless, the hull being rammed by several large rocks.

THE German steamer *Director*, Arthur Bartly, Capt. R. Edler, from Emden, reports that when in Long, 110° 35' N, lat 150° 35' N they communicated with the American banque *Eva J. Ray* which was then 92 days out on the voyage from Rangoon to Hongkong. She asked for provisions and the steamer sent her off a barrel of beef.

By kind permission of Major Radcliff and officers the Band of the 93rd Burma Infantry will play at the Hongkong Hotel to-morrow Saturday evening from 8 to 9.30.

BANK PROGRAMME.

März.....	"Soldiers of the King".....	Hewitt Entrata.....
"Mint".....	Hamilton Clarke Selection.....	"The Runaway GI".....
Cornel Solo.....	"My Deans".....	Ivan Cuyell
Selection.....	"The New Maid".....	Paulo Tosti
Valze.....	"Venetian Song".....	Chook
Dances.....	"Shavay".....	Bugassol
	"God save the King".....	Dionck

PRESS ASSOCIATION FOR HONGKONG.

As the outcome of several meetings convened by the Pressmen of the Colony, a Journalists' Association has been constituted in Hongkong. Its objects are the promotion of whatever may tend to the elevation and improvement of the status of journalists in the Far East and obtaining for journalists, as such, formal and definite professional standing; promoting personal and social intercourse between members of the Association; and holding conferences and meetings for the discussion of professional affairs interests and duties; the acquisition by the Association of a room or other place of meeting; and the promotion by all reasonable means of the interests of journalism. The Association consists of a President, Honorary Secretary and Treasurer, and a Committee of not less than three members, and of members and associates. The President and Honorary Secretary and Treasurer are ex officio members of the Committee. Mr. T. H. Heid has been elected President while the Committee comprises Messrs. P. W. Sergeant, Douglas Story, and W. H. Donald with the President and Hon. Secretary and Treasurer, Mr. E. A. Newlin, as ex officio members. The Association, which is governed by the Committee, consists of two classes, viz. Members and Associates. Members will be persons not less than twenty-one years of age who have been for at least two years professional journalists and are at the time of their election in the active practice of their profession. Associates will be persons employed in the news-paper offices in the Colony ineligible as members, but by reason of their relations with journalism qualified to concur with journalists in the advancement and service of the profession. Members alone will have the right to vote or to be present at meetings convened for the purpose of discussing the professional status of journalists or of debating questions affecting member in their purely journalistic capacity. The qualifications recognised by the Association as constituting any person a journalist within the meaning of the rules of the Association is that he is professionally and habitually engaged upon the staff of a journal in the capacity of editor, leader-writer, writer of special articles, assistant-editor, sub-editor, or reporter.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st January.

LEVEL.	1903.	1904.
Tytam.....	{ 14° 11' below } 16° 5' below	{ overflow } overflow
Pokfulam.....	{ 21° 6' below } 22° 7' below	{ overflow } overflow
Wong-nai.....	{ 35° 2' below } 30° 2' below	{ cheong } overflow

STORAGE GALLONS.

1903.	1904.
Tytam.....	27,070,000
Pokfulam.....	21,600,000
Wong-nai.....	1,900,000

Total..... 293,570,000 269,581,000

Consumption of Water in the City of Victoria and Hill District during the month of December.

1902. 1903.

Consumption..... 69,834,000 112,120,000 gallons

Estimated pop. 216,800 221,700

Consumption per head per day..... 10.4 16.3 gallons

Intermittent supply in force during the whole of December 1902; and from the 21st December, 1903.

Consumption of Water in Kowloon Peninsula during the month of December.

1902. 1903.

Consumption..... 14,516,000 14,568,000 gallons

Estimated pop. 59,500 65,400

Consumption per head per day..... 7.8 7.3 gallons

The Government Analyst report that the water is of excellent quality.

W. CHATHAM,
Water Authority.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

IS IT WAR?

EXCITEMENT IN HONGKONG.
WILD RUMOURS!

I ate last night a war scare struck this city, and all day, from the first streak of dawn, rampant rumour stalked through our streets. The first notification of an impending military movement was given out during the regimental dance of the Sherwood Foresters, at the City Hall, last night when it was whispered that news had been received that hostile fire had commenced and that a portion of our garrison were under orders to hold themselves in readiness to proceed to the North. Inquiries made early this morning resulted in the information that 250 men of the Derbyshire Regt. had been mobilised, and were awaiting embarkation for an unknown destination, Colonel Wyly, Captain Green, D.S.O., and Lieutenant Milward being the officers designated to accompany the detachment. The authorities at the Headquarter office refused to put with any information in reply to the anxious inquiries of ubiquitous Pressmen, and all efforts to animate the sphinx-like functionaries at the Naval Yard proved equally unavailing. The reticence and secrecy of the authorities gave rise to the wildest of canards, which, taking flight from the bat of our clubs and hosteries, sped through our busy thoroughfares, and circled over the Praya. Jones swore on his honour that the Foresters were off to Canton, where the raging crowds of infuriated Chinese were tearing up the railway. Smith declared that the troops were speeding already on the *Hummer* to Amoy to suppress the riot, and Brown declared on oath that the Tommies were for Seoul or, perhaps, Peking. It was stated that they had left at 11 a.m. and, again, others declared that at 1 p.m. the men were still here. The excitement was feverish at noon, and at 3 p.m. it had developed into a frenzy. The journalists of Hongkong rose to the occasion, and our arcades echoed the hurried stamp of their eager footsteps, our streets were filled with the rattling din of their rickshaw wheels. Undaunted by the blank-faced and exhausted reporters who, time after time, returned without news to the offices of our journals, editors laid down their busy pen, rushed forth from their sanctum, interviewed Army officers, public functionaries, sergeants, corporals, and dodged around the gates of Murray Barracks in the hope of securing the "scop" of the day. Seconds, minutes, hours flew, but the most strenuous efforts were unavailing.

Meanwhile, the public rumour grew in volume, quantity and detail, and the *ultima thule* of the crisis was reached when the "man in the street who knows" swore by all his household gods that Tom, Dick, Harry & Co. had received a cable from their agents in the North informing them that the Japanese fleet had playfully thrown 20 shells into Port Arthur yesterday. One hundred and no more! Proof certain of the far-seeing policy of Japan in conducting the struggle on the most possible economical lines. Surely, after this, none of us will accuse the "man who knows" either of vagueness or exaggeration. Perhaps, if we had asked, he might have told us the exact number of windows that were broken in the bombarded town. When the thought occurred, it was too late. Staggered by the precision and exactitude of his information we had allowed him to escape. Certain it was that, at the time we went to press, those who are really likely to know the first, we refer to the leading Japanese firms in the Colony, had received no definite information as to an outbreak of hostilities, though there was no attempt to conceal the extreme gravity of the situation. However, none can declare that the dogs of war are loose, and of the way of excitement and speculation that swept our Colony to-day, it may yet be said: *Parturunt mones, nascitur ridiculus mus.*

NORTHERN NOTES.

The *Kobe Herald* of the 28th ult. says—
The foreign insurance companies of Yokohama are reported to have raised the rate on Japanese ships to Yen, which is just twenty times the recent rate.

The Nippon Yusen Kaisha head office in Tokio has been unusually active recently, and number of communications with their principal branches has considerably increased. A large number of officials, besides those on watch, were working in the office yesterday.

An Imperial Ordinance was issued to-day providing for appropriations from Reserve Funds to meet the expenditure necessitated by the political situation. The Government have, thus at their immediate disposal Yen 200,000,000; viz., fifty million yen from the reserve fund for the renewal of warships, torpedoes and education; thirty million yen, balance of bonds recently floated

TELEGRAMS.

(Reuters.)

The New Japanese Cruisers.

LONDON, 6th January.

One hundred and twenty British Reservists, recruited by Shipping Federation, with ten officers have left London for Genoa to assist in the navigation of the two cruisers recently purchased by Japan. There was much enthusiasm and cheers for Japan on the men leaving Victoria.

Extraordinary Demand for Coal and Tonnage.

There was an extraordinary demand for Cardiff coal yesterday on the exchange, and also for tonnage to the Far East. In addition to six large vessels previously chartered by one firm for Japan, four others were fixed on Monday. The Admiralty also is asking for further tonnage for Hongkong, and other Eastern depots. The Admiralty agents have paid 20/- per ton for 5,000 ton vessels for Hongkong.

(Straits Times.)

Penang Pier.

"KONIG ALBERT" SUCCESSFULLY BERTHED. Penang, 30th December.

The German mail steamer *Konig Albert*, homeward bound, arrived here this morning, and was berthed at the new iron pier.

The operation of berthing the vessel was a great success and was witnessed by the Resident Councillor and the heads of the shipping firms of Penang.

STEAMER ADRIET.

GERMAN LINER "SACHSEN" STANDS BY.

On the voyage up from Singapore the passengers aboard the N. D. L. ss. *Sachsen* had the monotony of the passage broken by an unusual incident witnessed two days out from the Southern port. When in Lat. 8° 53' N., 108° 45' E. the English steamer *Okhra* was sighted and from signals she was flying it was learned that the vessel had broken her stern-shaft and required assistance in consequence of which she had been drifting in the strong monsoon at the rate of about sixty miles a day. The mail steamer slackened down and made circles around the vessel standing by in the vicinity for over an hour. When the *Sachsen* again started on her voyage to Hongkong the disabled steamer was making towards Singapore and desired to be reported to the agents at Hongkong.

"ELLEN RICKMERS" ASHORE.

SALVAGE STEAMER CANELED FOR.

From Straits Times of 2nd inst.:—The Captain of the British steamer *Lawther Castle* which arrived from Hongkong on Thursday afternoon reports that at 3:45 a.m. on the 27th December while in Lat. 16° N. and Long. 114° E. he picked up a life boat belonging to the German steamer *Ellen Rickmers*. The officer in charge of the boat reported that the *Ellen Rickmers* was ashore on the south side of the North Reef of the Paracel Group and needed assistance. The *Lawther Castle* steamed to the North Reef and found the *Ellen Rickmers* badly ashore. The Captain requested *Lawther Castle* to go to Cape Padaman and cable for a salvage steamer from Hongkong. They found too much sea at Cape Padaman and steamed to Cape St. James. The boat and crew picked up were landed there to enable them to cable for assistance.

THE CHINA BORNEO CO.

The timber industry, under the fostering care of the Kudat staff of the China Borneo Co., is giving that port quite a busy look. Lighters and launches block up the T head, just leaving room for the working of Singapore steamers, and the fragrant aroma of newly cut timber is a pleasant change from musty odours at low tide.

B. N. B. Herdall.

LAUNCH.

On the 7th ult., at midnight, a very successful launch took place from the yard of the China-Borneo Co., Ltd., Sandakan, when a handy coasting steamer for the "Sabah" S. S. Co., Ltd., was put into the water. Notwithstanding the late hour, a large number of well-wishers assembled, including H. E. the Governor, and the whole proceedings were characterised by great enthusiasm. The launch was entirely successful, everything going off without the slightest hitch or mishap. As the vessel sailed down the way she was gracefully christened the *Sabah*, by the only lady present, Mrs. E. B. McCullough. The "way" the craft had on her hardly took her beyond the Company's Wharf, to which she was quickly moored. Everything being snugged down, the assembled company adjourned to the Drawing Office, to drink the health of the new craft. H. E. the Governor proposed the toast of the evening in very felicitous terms, reminding his hearers that this was the third launch of the present year from the yard, and eulogising the continual enterprise of the two companies interested, the builders, and the owners. In his reply Mr. W. G. Darby dwelt on the support the *Sabah* Co. had always received from the Chartered Co., and said that nothing would give him greater pleasure than to be able to have only the most modern and up-to-date steamers on the Borneo Coast.

The principal dimensions of the *Sabah* are as under, viz.—

Length, between perpendiculars, 125 ft. 6 in.

Length, over all, 133 ft.

Beam, moulded, 21 ft.

Depth of hold, 9 ft. 6 in.

Depth, moulded, to 5 ft. 5 in.

and she has been designed to carry about 200 tons on a draft of 8 ft.—S. F. Press.

THE RUSSIAN AND JAPANESE NAVIES.

Russia's naval expansion, says the *Japan Gazette*, is now nearly completed and the greater majority of those ships built according to the programme are now afloat in the Pacific. The remainder are to be finished by the end of 1905. The vessels thus awaiting completion are—

	Tons.
Battleships.....	8 111,300
Armoured Cruisers	1 8,000
Cruisers.....	6 29,400
Gunboat.....	1 1,316
Destroyers.....	11 3,300
Torpedo-boats	8 —
Submarines	3 —

The above does not include those belonging to the programme set out in 1903.

On the other hand, the following nine Japanese warships, now being built, equipped or designed, will be gradually completed after 1903.

	Tons.
Battleship No. 1	16,000
" 2	16,000
" 3	16,000
Armoured Cruiser No. 1	11,000
" 2	11,000
Cruiser Otoya	3,000
Cruiser No. 1	5,000
" 2	5,000
Total.....	94,048

IN NEWCHWANG AND PORT ARTHUR AT THE PRESENT MOMENT.

RUSSIAN AGGRESSION AND GOOD HUMOUR.

As one moves about Newchwang or travels between that place and Port Arthur one is confronted on every hand with the transformation of the province into a Russian possession. It is still nominally an integral portion of the Chinese Empire, with Chinese officials and accredited foreign representatives. But the Russian in military uniform is everywhere, the Russian hand is upon every department of the Government, and the Russian's determination to rub in the fact of his predominant authority is becoming with every month more despotic and overbearing.

I have no hesitation in saying that Russian soldiers in Newchwang are encouraged to treat members of every other foreign community as though they were interlopers, and merely there on sufferance. Foreign merchants are frequently interfered with in their business in a fashion which is deliberately calculated to show who is master. A British or an American merchant, for instance, preferably a Britisher, he being regarded as easier prey, is found to have some merchandise to transport from the shipping. For this purpose he has hired a number of Chinese native carts. Russian soldiers are told off to intercept these, and commander them in the name of the Russian authorities. Thus the Britisher's trade is subjected to serious inconvenience; and the wretched natives, who are thus caught and compelled to contribute gratuitously their carts and personal services for some Russian purpose, are taught to recognise one supreme authority, and are successfully frightened out of similar transport contracts in future.

In the face of this disposition on the part of the Russians towards the foreign trade of Newchwang, it is, as may well be imagined, conducted under very serious disabilities. The object of this Russian action is twofold. They are seeking either to depress all rival trade under foreign flags to the point of extinction, or by forcing it under theegis of Russian protection, to compel the recognition and practical acknowledgment of Russia's sovereignty. Thus, any appeals against the high-handed action of the Russian soldiery to the Consular representatives at Newchwang accredit to the Chinese Government would in nine cases out of a hundred be obstinately, if suavely, disregarded by our Muscovite masters; whereas, if a merchant elected to make a direct appeal to the Russian authorities, and thus tacitly recognise their sovereign jurisdiction, he would probably succeed in obtaining complete satisfaction.

This is one of the many astute methods of aggression employed by Russia to establish a *de facto* supremacy over this important treaty port. A thoroughly congruous example of this policy, and equally cunning, has been her recent advances to the mercantile interests of the port with the plausible suggestion to organise an international Municipal Council for the town. Upon this council she suggested that there should be two British members and one American. At first sight the idea might seem inspired by a welcome spirit of accommodation; but when we find that the council's action was to be subjected to the approval of the Russian authorities, the sinister meaning of the proposal was sufficiently plain. Put shortly, it would have meant the final abrogation of the Consular power, one of the last existing bulwarks against Russian annexation, and would have a practical recognition of Russian sovereignty in the port and province.

This is a point upon which British, American, and Japanese, trading interests feel very strongly. Moreover, the sentiment, strong as it is, is a growing one, and, despite the difficulties threatening it, and the advantages temptingly offered by Russian protection, it stoutly refuses to abandon our extra-territorial rights in order that we may all be one subject to the Russian administration. I might cite a somewhat amusing instance of this split among the mercantile interests at Newchwang. It says something also for the suzerainty in modo which Russia is always ready to display when she feels her interests served thereby. Recently the Russians gave a big dinner, to which they invited all the foreign trading representatives of the port. When the banquet was over the Russians, whether in a spirit of malice, or not, it is hard to say, called for a speech from one of the best known British

merchants of the port—a man well known for his genial personality, no less than for his championship of British rights and interests. It was an awkward position for the Englishman, and I am not sure he would not have been glad to escape; but he was sitting next to the Russian commandant, and his hosts were clamorously insistent.

Accordingly he rose, and, not being a man to swallow his well-known principles, he spoke plainly, and without any circumlocution, of the interests which he represented. His concluding words were, "If we Britishers hadn't such a rotten Government at home, if they were composed of a few more men—like myself, for instance—we would have kicked you Russians out of this place long ago." His oration was accompanied by a slap on the back of the Russian commandant, and was received with roars of laughter and applause by his hosts and their guests alike.

In grabbing Newchwang and, possessing

herself of its administration, Russia laid hold of an inexhaustible cash-box, by means of which at present she considerably more than pays the cost of her Far Eastern Government and her garrison. Her attitude, therefore, towards foreign traders may seem somewhat incomprehensible. But that is always Russia's way, and after all, her ultimate object is to turn the whole province into a Russian commercial preserve. Although they are nominally under the direction of Sir Robert Hart, China's Chief Inspector of Customs, she has completely robbed China of this source of revenue on the plea of its necessity for the upkeep of the province. Moreover, she has succeeded in getting rid of the English Commissioner, and in substituting a Russian to collect and squamate these immense funds.

Russian officials are purchasing valuable land property right and left, and with a hand on the throat of the Chinese are getting it for next to nothing. For instance, they are now buying for 1,200 roubles only a lot in front of the British Consulate, which is owned by the Chinese guilds, and has for generations been a public market place. In making a similar purchase for their Consulate, the Japanese who are significantly determined to own property here, were compelled to pay 37,500 dollars. The discrepancy is eloquent.

Foreign trading interests have been greatly encouraged by the growing determination of America in this quarter. The Russians are anxious at the prospective arrival of two more war-vessels flying the Stars and Stripes, in addition to the British and Japanese which will winter here. There must be no nervous hesitancy about keeping our flag flying in Newchwang, as there was at Port Arthur. And, in addition, we should see that our sailors are accorded proper protection when ashore. British and American officers and bluesjackets have been constantly insulted and attacked after dark by Russian soldiers. And this has undoubtedly been done with the connivance, if not at the instigation, of the Russian authorities, whose object is perfectly clear. Every one is expecting the same thing to happen this winter.

The Russians have made a big failure at Dalny, which was to have been the terminus of the Siberian Railway. Facing east it is not the ice-free port it was expected to be. Every effort, therefore, is to be directed towards the development of Port Arthur into a great naval station as well as the commercial terminus of the Siberian line. It is certainly Russia's only chance of a naval refuge this side of Korea, to whose ice-free western coast she is ever looking with impatient eagerness. But everything depends on her success in keeping the water in the inner and protected basin deep enough for her men-of-war, and the stupendous nature of the difficulties in her way may be understood from the fact that the silting mud-banks which she has to remove are constantly fed by the mud slide of the surrounding hills. It would seem almost necessary to drain these before she hopes for success. However, she is hard at dredging operations, and it will be interesting to watch her progress.

But, in spite of its tremendous fortifications, Port Arthur can never hope to conquer the inherent tactical weakness of its position, and it is undoubtedly a recognition of this fact which has prompted Admiral Alexeiev to remove his vice-regal headquarters to the much less convenient but far less vulnerable stronghold of Vladivostok.

We have to think Russian aggression in one thing. The Siberian line is giving us our mail in something just under twenty days from Paris and London, about half the time by the old sea route. It has, however, already diverted some of the trade from Newchwang to the railway depots of Manchuria, and this is a piece of Russian commercial strategy which is bound to witness a great development.

If all this has happened and is happening today consequent on the sudden descent of Russia's railway through the Chinese province of Manchuria, what has the future in store if Russia shall succeed—as she undoubtedly hopes—in effecting a second southward diversion of her strategic line from Lutsk through the Gobi desert to Peking? There is food for serious thought in that question.

P. M. G.

COMMERCIAL.

RAUB CRUSHING.

The last Raub crushing for four weeks is 730 cwt. go'd from 2,000 tons ore.

TO-DAY'S INTELLIGENCE.

Advices dated Shanghai, 4th inst., report business done:—Shanghai and Hongkew Wharf shares at Tls. 200 for March. Shanghai Tugs "ord" at Tls. 52 for March. Indo-Chinas at Tls. 51 for January, Tls. 52½ for April. Farnham, Boys at Tls. 120/122 cash and Tls. 125 for March. Shanghai Lands at Tls. 106. Sumatras at Tls. 52. Maatschappij at Tls. 314/315 cash, 327/330 for March, and Tls. 332 for April. Astors at \$2.

EXCHANGE.

"Finance" contributes the following to the *S. F. Press*:

From January 1st until February 28th the demand rate (with which we shall deal throughout) remained very steady, ranging between 15d and 18 7/16d, but on January 24th it made a dip to the lowest quotation on record, 15 3/4d, and it follows that prices quoted for silver at the time was also record bottom, being 21 1/2d/16d, such a price had never been previously approached. Right through March the rate remained very steady at 15 3/4d, with only slight fluctuations and silver kept in very close parity. April, May and June saw a rise to 16 1/2d, at which the rate stood on June 30th. July it moved up to 16 1/2d, and then in August rushed up to 17 1/2d which rate had not been touched since April 1901. September and October saw the rate steady, but with gradual decline to 16 1/2d on October 31st. In November and December the decline continued with steady movements and the closing rate is no better than 16 1/2d/16d with silver at 26 pence the ounce. Probably never before has the ratio between silver and the rate of exchange shown such vagaries as have been displayed since the verdict of the Currency Commission early in May, and at one time it seemed as though all was working together as favourably as possible on behalf of the scheme proposed by the Commission.

Take the following for vagaries:

Date. Silver. Exchange. Parity. Exchange. Gold. Exchange.

May 7 25d 1/8-11/16 1/9 1/16 1/16ths

May 26 26d 1/8-16/16 1/9 1/16 1/16ths

June 20 24d 1/9 1/9 Parity

July 23 1/10 1/9 1/10 plus 10/16ths

Aug. 24 25d 1/10 1/10 plus 24/16ths

Sep. 23 27d 1/11 1/11 Parity

Oct. 16 28d 1/11 2/10-3/16 1/16ths

Nov. 11 27 1/10-16/16 1/11 1/16 1/16ths

Dec. 29 26 1/10-9/16 1/10 1/16 1/16ths

DECEMBER.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 1/9

" Bank Bills on demand 9/15/16

" Credits 4 months' sight 1/10 5/16

ON BERLIN, (demand) M. 1.87

ON PARIS, Bank Bills, on demand 2.30

" Credits, 4 months' sight

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEEMUN"	On 9th January.
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW and LIVERPOOL	"GLACUS"	On 3rd February.

S.S. "KEEMUN" left Singapore on the 4th inst., and is due here on the 9th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & AWERP.	"DARDANUS"	On 9th January.
MARSEILLES, L'DON & AWERP.	"YANGTSZE"	On 19th January.
LIVERPOOL	"VANGTSZE"	On 19th January.
(With Transhipment at SINGAPORE)	"NEPTUR"	On 25th January.
LONDON & ANTWERP	"KEEMUN"	On 15th February.
GENOA, MARSEILLES & L'POOL	"KINTUCK"	On 16th February.
LONDON & ANTWERP	"MOYUNE"	On 1st March.

S.S. "DARDANUS" left Shanghai on the morning of the 5th inst., and is due here on the 8th inst.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"PINGSUEY"	On 24th January.
NAGASAKI, KOBE and YOKOHAMA.		

For Freight, apply to

BUTTERFIELD, & SWIRE,
AGENTS.

Hongkong, 6th January, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	9th January, at Daylight.
NINGPO and SHANGHAI	"SHAERUNG"	9th " 4 P.M.
SHANGHAI	"FAOTUNG"	11th " 4 P.M.
MANILA	"ANHUI"	13th " 4 P.M.
MANILA	"TAIYUAN"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

+ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th January, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th Jan., at 5 P.M.
ZAFIRO.....	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th Jan., at 10 A.M.
PERLA.....	1980	A. H. Notley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 8th January, 1904.

PORLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail
"INDRAVEELI"..... 4,599 R. P. Craven Jan. 25, 1904.

"INDRAPURA"..... 4,599 A. E. Hollingsworth Feb. 13, "

"INDRASAMHA"..... 5,497 W. E. Craven Mar. 15, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain Tons Sailing Date.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU.....	H. S. Smith.....	3,876	SATURDAY, 9th January, at 11 A.M.
ROHILLA MARU.....	Ernest Bent.....	3,869	THURSDAY, 14th January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 2nd January, 1904.

K. MATSDA, Acting Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.**REDUCTION IN PASSAGE RATES,**

From 1st January, 1904.

83 1/8 per cent.

ALSO REDUCED FARES TO

MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation, Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd January, 1904.

[A]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG

KONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommo-

dation for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

[B]

DOUGLAS, STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILOONG,"

Captain Gibson, will be despatched for the

above Port, TO-MORROW, the 9th instant,

at 10 A.M., instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, 8th January, 1904.

[B]

FOR KOBE, NAGASAKI AND

WLIADWOSTOCK.

THE Steamship

"STOLBERG,"

Captain Deinat, will be despatched for the

above Ports, TO-MORROW, the 9th instant,

at Noon.

This Steamer has Superior Accommodation

for First and Second Class Passengers and

carries a Doctor and a Stewardess.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 8th January, 1904.

[B]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, TO-MORROW, the 9th instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

Shipping.

ARRIVALS.
 Michael Jebson, Ger. s.s., 70, Ulidrup, 7th Jan.—Haiphong 2nd Jan., and Hoitow 5th Rice and Pigs.—J. & Co.
 Carl, Ger. s.s., 2,153, Jochimoen, 7th Jan.—Daneig 7th Nov., Sugar.—A. T. Co.
 Puma, Br. s.s., 2,357, Peahkun, 7th Jan.—Singapore 1st Jan., Gen.—J. M. & Co.
 Director Arthur Barty, Ger. s.s., 126, Edler, 7th Jan.—Enden Germany 21st Oct., Ballast—J. & Co.
 Woosung, Br. s.s., 1,109, Dowsen, 7th Jan.—Canton 7th Jan., Gen.—B. & S.
 Sachsen, Ger. s.s., 3,119, Pesch, 8th Jan.—Bremen 25th Nov., and Singapore 2nd Jan., Mails and Gen.—M. & Co.
 Prima, Norv. s.s., 761, Meyer, 8th Jan.—Haiphong 4th Jan., Rice—S. W. & Co.
 Dardanus, Br. s.s., 2,907, Tilletton, 8th Jan.—Shanghai 5th Jan., Gen.—B. & S.
 Batavia, Ger. s.s., 7,102, Dempwolff, 8th Jan.—Barry 14th Nov., and St. Vincent 24th Dec., Coal—H.A.L.
 Taiwan, Br. s.s., 1,109, Hander, 8th Jan.—Haiphong and Hoitow 3rd Jan., Rice and Pigs.—A. R. M.
 Hongkong Maru, Jap. s.s., 3,447, Filmer, 31st Dec.—San Francisco 3rd Dec., Honolulu 10th, Yokohama 24th, Kobe 25th, Nagasaki 27th, and Manila 29th, Mails and Gen.—P. M. S. S. Co.
 Hopson, Br. s.s., 1,359, Hay, 4th Jan.—Moj 29th Dec., Coal—J. M. & Co.
 Ispia, Ital. s.s., 2,784, Macauzini, 6th Jan.—Singapore 29th Dec., Gen.—C. & Co.
 Kaertes, Br. s.s., 1,340, Jackson, 3rd Jan.—Saigon 23rd Dec., Rice and Meal—Nam Wo & Co.
 Loongsang, Br. s.s., 1,092, Weigall, 5th Jan.—Manila 10th Dec., Balat—J. M. & Co.
 Lyra, Ger. s.s., 1,315, Porcelles, 5th Jan.—Hamburg 22nd Nov., Marine Stores—H. A. L.
 Maria Valeria, Aust. s.s., 2,643, Berberovich, 5th Jan.—Singapore 30th Dec., Gen.—S. W. & Co.
 Marie Jebson, Ger. s.s., 1,771, Bendixen, 3rd Jan.—Samarang 16th Dec., Sugar—J. & Co.
 Mausang, Br. s.s., 1,644, Rolfe, 25th Dec.—Borneo Ports 19th Dec., Timber—J. M. & Co.
 Onsang, Br. s.s., 1,871, Davies, 1st Jan.—Java 22nd Dec., Sugar—J. M. & Co.
 Phra Chula Chom Kao, Ger. s.s., 1,012, Bohn, 5th Jan.—Bangkok 28th Dec., Rice—B. & S.
 Progress, Ger. s.s., 687, Bremer, 1st Jan.—Swatow 31st Dec., Gen.—S. & Co.
 Quarta, Ger. s.s., 1,146, Johansen, 29th Dec., Mauritius 4th Dec., Sugar—S. W. & Co.
 Rajaburi, Ger. s.s., 1,189, Wendig, 7th Jan.—Bangkok 30th Dec., Gen.—M. & Co.
 Riojuna Maru, Jap. s.s., 2,980, Pyne, 5th Jan.—Seattle 2nd Dec., Flour, Mills and Coal—N. Y. K.
 Rosetta Maru, Jap. s.s., 2,403, Smith, 5th Jan.—Manila 10th Dec., Gen.—T. K. K.
 Rubi, Br. s.s., 1,611, Almond, 4th Jan.—Manila 2nd Jan., Gen.—S. T. & Co.
 Stolberg, Ger. s.s., 1,553, Kuchner, 31st Dec.—Moj 27th Dec., Coal and Gen.—H. A. L.
 Strumbus, Br. s.s., 3,928, Stock, 3rd Jan.—Singapore 25th Dec., Petroleum—A. P. Co.
 Taitu, Ger. s.s., 1,063, Ubersfeldt, 2nd Jan.—Hongkong 3rd Dec., Coal—S. & Co.
 Taishun, Ch. s.s., 1,216, Jamieson, 7th Jan.—Canton 6th Jan., Gen.—C. M. S. N. Co.
 Skatow, 9th Jan., Gen.—S. T. & Co.
 Canton, 9th Jan., Gen.—S. T. & Co.
 Hongkong, 10th Jan., Gen.—C. M. S. N. Co.
 Victoria Peak, 10th Jan., Gen.—C. P. R. Co.
 Cap Rock, 10th Jan., Gen.—C. P. R. Co.
 Micao, 10th Jan., Gen.—C. P. R. Co.
 Manila, 10th Jan., Gen.—C. P. R. Co.
 Bacolod, 9th Jan., Gen.—C. P. R. Co.
 Cebu, 10th Jan., Gen.—C. P. R. Co.
 C. St. James, 10th Jan., Gen.—C. P. R. Co.
 Tsurugisan Maru, Jap. s.s., 2,559, Narasaki, 2nd Jan.—Kuchinozou 27th Dec., Coal—M. B. K.
 Waithorpe Br. s.s., 1,117, Daniel, 2nd Jan.—Hoitow 1st Jan., Gen.—Chinese.
 Waishing, Br. s.s., 1,70, Courtney, 7th Jan.—Canton 6th Jan., Gen.—J. M. & Co.

Post Office.

A Mail will close for:
 Canton—Per Hankow, 9th Jan., 7.30 A.M.
 Swatow—Per Haifong, 9th Jan., 9 A.M.
 Haiphong—Per Hoitow, 9th Jan., 9 A.M.
 Singapore—Per Hermann Lerche, 9th Jan., 9 A.M.
 Manila—Per Loongsang, 9th Jan., 10 A.M.
 Manila—Per Rosetta Maru, 9th Jan., 10 A.M.
 Kobe, Nagasaki and Vindivostock—Per Stolberg, 9th Jan., 10 A.M.
 Bangkok—Per P. C. C. Kao, 9th Jan., 10 A.M.
 Singapore—Per Heathdene, 9th Jan., 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Hongkong, 9th Jan., 10 A.M.
 Macao—Per Hengshau, 9th Jan., 10 A.M.
 Sandakan—Per Mausang, 9th Jan., 2 P.M.
 Ningpo and Shanghai—Per Shaohsing, 9th Jan., 3 P.M.
 Kowloon, Kumchuk and Samshui—Per Kai Yip, 9th Jan., 3 P.M.
 Moji—Per Amra, 9th Jan., 3 P.M.
 Manila—Per Rubi, 9th Jan., 4 P.M.
 Namtau—Per Taichun, 9th Jan., 5 P.M.
 Sanbuie—Per Hot Fu, 9th Jan., 5 P.M.
 Macao—Per Winghai, 9th Jan., 5 P.M.
 Swatow and Shanghai—Per Wauking, 9th Jan., 5 P.M.
 Hoitow and Haiphong—Per Michael Jebson, 9th Jan., 5 P.M.
 Canton—Per Fushan, 10th Jan., 9 A.M.

Ships Passed The Canal.

Outward—29th December—Merionethshire, Ningchow, Benglo, Socotra, Monmouthshire, Gera, Konigsberg, Chinhu, C. Ferdi Lasciz, 2nd January—Hilchi Maru, Yarra, Moyne, Arleista, 6th January—Andalustia, Glaucus, Indramaya, Valga.

Homeward—29th December—Polyphemus, 2nd January—Prinz Heinrich, 6th January—Glenshield.

Arrivals at Homo—2nd January—Antero, Saksia, Tantis, Freiburg, 6th January—Sado Maru, Sydney.

Vessels in Port.

STEAMERS.
 Amara, Br. s.s., 1,565, Mattock, 5th Jan.—Moj 31st Dec., Coal—J. M. & Co.
 Andrei Rickmers, Ger. s.s., 1,021, Kuhn, 6th Jan.—Bangkok 29th Dec., Rice—A. K. & Co.
 Anping, Br. s.s., 1,050, Cowan, 1st Jan.—Amoy 31st Dec., Ballast—B. & S.
 Anping Maru, Jap. s.s., 1,053, Goto, 7th Jan.—Foochow and Swatow, 6th Jan., Gen.—O. S. K.
 Amra, Br. s.s., 2,481, Williamson, 4th Jan.—Manila 1st Jan., Gen.—S. T. & Co.
 Amatona Apear, Br. s.s., 2,931, Fey, 6th Jan.—Calcutta 19th Dec., Penang and Singapore 30th, Gen.—D. S. & Co., Ltd.
 Ayr, Br. s.s., 1,053, Gibson, 3rd Jan.—Moj 3rd Dec., Coal—J. Co., Ltd.
 Chowai, Ger. s.s., 1,115, Texier, 29th Dec.—Bangkok 22nd Dec., Rice—B. & S.
 Cleverburn, Br. s.s., 2,358, Parker, R.N.R., 27th Dec.—New York 27th Oct., Case Oil—O. S. Co.
 Donally, Br. s.s., 2,126, White, 6th Jan.—Wesport, N.Z. via Newcastle, N.S.W. 11th Dec., Coals—D. & Co., Ltd.

Empress of China, Br. s.s., 3,046, Archibald, R.N.R., 22nd Dec.—Vancouver, B.C. 30th Nov., and Shanghai 19th Dec., Mails and Gen.—C. P. R. Co.
 Fifth of Dornoch, Br. s.s., 1,894, Swanson, 9th Jan.—Moj 30th Dec., Coal—D. & Co., Ltd.
 Germania, German s.s., 1,714, Bruhn, 6th Jan.—Canton 5th Jan., Gen.—J. & Co.
 Germanica, Ger. s.s., 2,575, Behrmann, 31st Dec.—Batum 11th Nov., Cases Oil—Order.
 Gloomin, Ur. s.s., 2,420, Leamont, 31st Dec.—Penarth 14th Nov., Coal—Admiralty, Hallong, Br. s.s., 783, Gibson, 7th Jan.—Swatow 6th Jan., Gen.—D. L. & Co.
 Hailian, Br. s.s., 1,182, Roach, 6th Jan.—Swatow 4th Jan., Gen.—D. L. & Co.
 Bremen 25th Nov., and Singapore 2nd Jan., Mails and Gen.—M. & Co.
 Prima, Norv. s.s., 761, Meyer, 8th Jan.—Haiphong 4th Jan., Rice—S. W. & Co.
 Dardanus, Br. s.s., 2,907, Tilletton, 8th Jan.—Shanghai 5th Jan., Gen.—B. & S.
 Batavia, Ger. s.s., 7,102, Dempwolff, 8th Jan.—Barry 14th Nov., and St. Vincent 24th Dec., Coal—H.A.L.
 Heathdene, Br. s.s., 2,277, Melburn, 3rd Jan.—Moj 29th Dec., Coal—M. B. K.
 Hermann Lerche, Russian s.s., 1,871, Dahlström, 6th Jan.—Vladivostock 30th Dec., Ballast—E. & Co.
 Hoitow, Fr. s.s., 509, Coser, 6th Jan.—Haiphong and Hoitow 3rd Jan., Rice and Pigs—A. R. M.
 Hongkong Maru, Jap. s.s., 3,447, Filmer, 31st Dec.—San Francisco 3rd Dec., Honolulu 10th, Yokohama 24th, Kobe 25th, Nagasaki 27th, and Manila 29th, Mails and Gen.—P. M. S. S. Co.
 Hopson, Br. s.s., 1,359, Hay, 4th Jan.—Moj 29th Dec., Coal—J. M. & Co.
 Ispia, Ital. s.s., 2,784, Macauzini, 6th Jan.—Singapore 29th Dec., Gen.—C. & Co.
 Kaertes, Br. s.s., 1,340, Jackson, 3rd Jan.—Saigon 23rd Dec., Rice and Meal—Nam Wo & Co.
 Loongsang, Br. s.s., 1,092, Weigall, 5th Jan.—Manila 10th Dec., Balat—J. M. & Co.
 Lyra, Ger. s.s., 1,315, Porcelles, 5th Jan.—Hamburg 22nd Nov., Marine Stores—H. A. L.
 Maria Valeria, Aust. s.s., 2,643, Berberovich, 5th Jan.—Singapore 30th Dec., Gen.—S. W. & Co.
 Marie Jebson, Ger. s.s., 1,771, Bendixen, 3rd Jan.—Samarang 16th Dec., Sugar—J. & Co.
 Mausang, Br. s.s., 1,644, Rolfe, 25th Dec.—Borneo Ports 19th Dec., Timber—J. M. & Co.
 Onsang, Br. s.s., 1,871, Davies, 1st Jan.—Java 22nd Dec., Sugar—J. M. & Co.
 Phra Chula Chom Kao, Ger. s.s., 1,012, Bohn, 5th Jan.—Bangkok 28th Dec., Rice—B. & S.
 Progress, Ger. s.s., 687, Bremer, 1st Jan.—Swatow 31st Dec., Gen.—S. & Co.
 Per Suckea, from Bremen, &c.—Miss Ballisterd, Mrs. Kuhn, Miss Liddi, Messrs. Gilham, Gurney, Gok, Rohy, Ellis, Chapman, John Gow, Neubacher, Roberts, Haner, & Chinese and Japanese from Singapore.
 Per Tatwon, from Shanghai—Capt. Finlayson, and 8 Chinese.

Shipping Reports.

Sir Durward from Shanghai:—Fresh monsoon, fine throughout.

Sir Pierna from Singapore:—Fine weather, stormy N.E. monsoon.

Sir Taiwan from Shanghai:—Moderate N.E. winds, following sea, and fine weather to arrival.

Hongkong & Whampoa Dock Returns.

Salnam at Kowloon Dock. Empress of China... " Quarta, Ger. s.s., 1,146, Johansen, 29th Dec., Mauritius 4th Dec., Sugar—S. W. & Co.
 Rajaburi, Ger. s.s., 1,189, Wendig, 7th Jan.—Bangkok 30th Dec., Gen.—M. & Co.
 Riojuna Maru, Jap. s.s., 2,980, Pyne, 5th Jan.—Scatle 2nd Dec., Flour, Mills and Coal—N. Y. K.
 Rosetta Maru, Jap. s.s., 2,403, Smith, 5th Jan.—Manila 10th Dec., Gen.—T. K. K.
 Rubi, Br. s.s., 1,611, Almond, 4th Jan.—Manila 2nd Jan., Gen.—S. T. & Co.
 Stolberg, Ger. s.s., 1,553, Kuchner, 31st Dec.—Moj 27th Dec., Coal and Gen.—H. A. L.
 Strumbus, Br. s.s., 3,928, Stock, 3rd Jan.—Singapore 25th Dec., Petroleum—A. P. Co.
 Taitu, Ger. s.s., 1,063, Ubersfeldt, 2nd Jan.—Hongkong 3rd Dec., Coal—S. & Co.
 Taishun, Ch. s.s., 1,216, Jamieson, 7th Jan.—Canton 6th Jan., Gen.—C. M. S. N. Co.
 Skatow, 9th Jan., Gen.—S. T. & Co.
 Canton, 9th Jan., Gen.—S. T. & Co.
 Hongkong, 10th Jan., Gen.—C. P. R. Co.
 Victoria Peak, 10th Jan., Gen.—C. P. R. Co.
 Cap Rock, 10th Jan., Gen.—C. P. R. Co.
 Micao, 10th Jan., Gen.—C. P. R. Co.
 Manila, 10th Jan., Gen.—C. P. R. Co.
 Bacolod, 9th Jan., Gen.—C. P. R. Co.
 Cebu, 10th Jan., Gen.—C. P. R. Co.
 C. St. James, 10th Jan., Gen.—C. P. R. Co.

Chinaman, John Gow, Neubacher, Roberts, Haner, & Chinese and Japanese from Singapore.

Per Tatwon, from Shanghai—Capt. Finlayson, and 8 Chinese.

Ships Passed The Canal.

Outward—29th December—Merionethshire, Ningchow, Benglo, Socotra, Monmouthshire, Gera, Konigsberg, Chinhu, C. Ferdi Lasciz, 2nd January—Hilchi Maru, Yarra, Moyne, Arleista, 6th January—Andalustia, Glaucus, Indramaya, Valga.

Homeward—29th December—Polyphemus, 2nd January—Prinz Heinrich, 6th January—Glenshield.

Arrivals at Homo—2nd January—Antero, Saksia, Tantis, Freiburg, 6th January—Sado Maru, Sydney.

Vessels in Port.

STRANIERI.

Amara, Br. s.s., 1,565, Mattock, 5th Jan.—Moj 31st Dec., Coal—J. M. & Co.

Andrej Rickmers, Ger. s.s., 1,021, Kuhn, 6th Jan.—Bangkok 29th Dec., Rice—A. K. & Co.

Anping, Br. s.s., 1,050, Cowan, 1st Jan.—Amoy 31st Dec., Ballast—B. & S.

Anping Maru, Jap. s.s., 1,053, Goto, 7th Jan.—Foochow and Swatow, 6th Jan., Gen.—O. S. K.

Amra, Br. s.s., 2,481, Williamson, 4th Jan.—Manila 1st Jan., Gen.—S. T. & Co.

Amatona Apear, Br. s.s., 2,931, Fey, 6th Jan.—Calcutta 19th Dec., Penang and Singapore 30th, Gen.—D. S. & Co., Ltd.

Salmanca, " Cosmopolitan " Chihi, 6th January—Andalustia, Glaucus, Indramaya, Valga.

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January 8th.

R. G. HECKFORD,
MANAGER.